



DockLines

Vol. X, No. 3

THE SANTA BARBARA WATERFRONT DEPARTMENT NEWSLETTER

June 2011

Editor: Mick Kronman
Art Director: Brian Slagle



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City of Santa Barbara Waterfront Department

Office Hours

Monday through Friday
8:00 a.m. to noon
1:00 p.m. to 5:00 p.m.

Business Office: 564-5531
Harbor Patrol: 564-5530
Maintenance: 564-5522
Parking Services: 564-5523
Office Fax: 560-7580

(805) local area code

Docklines' editorial staff recently sat down with Waterfront Director John Bridley, who retires after 30 years with the City (15 at the Waterfront) on July 1st. Here are excerpts from that interview:

DL: What were you thinking and feeling your first day on the job at the Waterfront 15 years ago?

JB: Unfamiliar and overwhelmed.

DL: What are you thinking now that you're nearing your last day at the Waterfront, some 15 years later?

JB: I learned a lot and gained a significant amount of respect for what it takes to both understand and manage the affairs of the Waterfront Department. The learning curve was steady—more and more every day.

DL: What's different between working at the Waterfront versus Housing and Redevelopment, where you spent the previous 15 years?

JB: The Harbor is a community unto itself, and Slip holders, commercial fishermen, business tenants, liveaboards and visitors have distinctly different perspectives regarding the purpose and function of the Waterfront.

DL: Outside day-to-day type weird, what was the weirdest incident you encountered at the Waterfront during your career?

JB: The day the Harbor filled with arundo after a storm, completely choking Marina One. Determining how to remove it proved quite a challenge. We eventually towed it out to sea with booms.

DL: What challenges at the Waterfront were the greatest during your tenure?

JB: There were two. Implementing physical changes like new administrative offices and converting the Naval Reserve Center to a multi-tenant building without destroying the existing atmosphere at the harbor was one. The other was developing a level of trust with Waterfront stakeholders.

DL: How would you describe the Waterfront when you became director in 1995? How would you describe it now?

JB: Much different. The atmosphere when I started was very distrustful. Today, I believe the Department has gained a level of respect to the point where we don't have Harbor Commission meetings filled with angry constituents.

DL: What are the biggest future challenges the next Director will face?

JB: I would like to think initially the new Director would be able to carry on with a Department that operates efficiently and effectively, but over time, a new Director will also need to establish his or her new management style and way of conducting business.

DL: What's the role of community events at the Harbor? Are you satisfied with the events that occur there now? Any ideas on how to change them?

JB: The events are extremely important to celebrate and display the charm and recreational benefit of ocean-dependent businesses and activities, keeping in mind the events are tailored for local residents and visitors alike. No need for more events. We've got plenty.

DL: What was the most controversial issue decided by City Council during your tenure? Did they make the right decision?

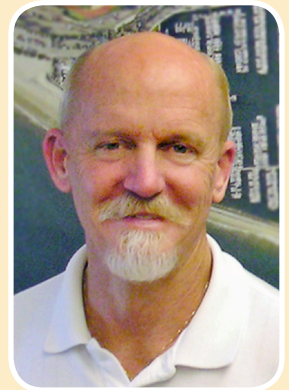
JB: To reacquire the Naval Reserve Center Building from the Navy and invest \$2.5 million in renovation to make it a revenue generating property for the Waterfront Department. Ultimately, Council made the right decision. Leaving the building to only serve the harbor community would have been a mistake. Today, the building generates over \$500,000 annually and provides the opportunity for people to visit the Maritime Museum or a popular restaurant, both of which draw people to the Waterfront.

DL: What facilities project are you most proud of? What policy change are you most proud of? What financial accomplishment are you most proud of?

JB: Regarding facilities, it would be approval, planning and construction of Waterfront Administrative Offices. On the policy front, I'd say making slips non-inheritable. Financially it would have to be maintaining a balanced budget and a healthy and responsive capital improvement program, plus putting money into significant reserves for unexpected storm damage and repair.

DL: When you needed advice over the past 15 years, to whom did you turn?

JB: I've used a lot of different sources of feedback and advice, from our long-term tenants, harbor users, slip holders and commercial fishermen. But I can't ignore the fact that this is a political environment and political real estate, so I've gotten input from Harbor Commission and elected officials as well.



Continued...

Fiscal Year 2012 Budget and Fee Changes

Scott Riedman, Waterfront Business Manager

Everyone knows about the budget crisis at the City, County and State levels. The Waterfront Department is not immune to the business slowdown. The sluggish economy has affected Waterfront Department revenues, particularly in the areas of slip transfer fees and visitor slip rentals. Last year's unusually cold, foggy summer also put a damper on parking revenue.

Fortunately, the Waterfront continues to maintain 100% occupancy in slip and lease rentals. Stearns Wharf and the Harbor remain popular visitor destinations, and tenant sales and percentage rents are showing signs of improvement compared to 2010.

The Department expects to fund \$2.5 million in Capital Improvement projects in Fiscal Year 2012, including sidewalk and parking lot repairs, Stearns Wharf pile and timber repairs and repairs to the marinas and launch ramp. The Department will continue to draw money from a 4.5% interest loan from the Department of Boating and Waterways (DBW) to fund Marina One reconstruction. Replacement of "N" finger is scheduled to begin in the fall of this year.

As was the case with prior years, fee increases are necessary to complete these projects, maintain the Harbor and Wharf, and keep the Department's emergency and construction reserves at required levels.

Fee increases proposed for July 1, 2011, include:

- 3% slip fee increase; and
- \$25 per foot slip transfer fee increase (does not apply to 20 foot slips)

Harbor Commission reviewed the proposed FY 2012 Budget, including the proposed fee increases, on February 18, 2011, and March 17, 2011. City Council reviewed the Department's proposed budget at a May 12th work session. The Council is scheduled to adopt the City's overall FY 2012 Budget in late June. If you're interested in these budget issues, please check the City's

web site at www.SantaBarbaraCA.gov and click on Boards & Commissions / Harbor Commission / Meeting Videos for a streaming video recording of the February 18th and March 17th Harbor Commission meetings.

Drydock's Final Days— Facility Removed from the Harbor

The Drydock of Santa Barbara has operated in Marina One since the 1970s. The 3,600 square-foot space is occupied by docks, floating buildings and a submersible boat hoist used to lift boats out of the water for inspection and maintenance.

In June 2010, Drydock owner Rob Kirkcaldie filed Chapter 7 bankruptcy. Mr. Kirkcaldie continued to pay rent and maintain liability insurance following the bankruptcy filing. The Department became aware of the bankruptcy in October 2010.

In April 2011, Harbor Marine Works purchased the Drydock's boat hoist directly from the bankruptcy trustee. The boat hoist was removed from the harbor shortly afterward, effectively ceasing operations at the facility.

The Department has developed plans to build eight 35-foot slips as part of Phase 7 of the Marina One Reconstruction Project in 2017. Now that the Drydock space has become available, we're evaluating options for the former lease area, including possibly adding the eight "F" finger slips to Phase 3 of the Marina One project next fall.

Bridley Interview: (Continued from page 1)

DL: You wake up on Tuesday, July 5th. You swim. There's no surf. Now what do you do?

JB: Play golf or take my 22' Anderson out to fish or go to the islands. Plus, I have books waiting to be read, travel to be had and definite plans to remodel my house on the Mesa.

Concerns or Complaints at the Harbor

The Waterfront Department is interested in hearing your concerns or complaints about any issues that are within the Department's control. Issues can be submitted in writing or on the phone. Concern/Complaint Forms are available at the Waterfront Office.

Complaints we often hear include broken or malfunctioning waterfront equipment or problems with facilities. Harbor Maintenance staff prioritizes the repairs and usually responds within days. In some cases, it may take a few weeks to fill part orders or prepare for larger jobs.

Enforcement issues including dock obstructions, loose pets, alcohol in public, loud music or disorderly conduct are prioritized by Harbor Patrol and handled immediately, or as soon as officers become available. Harbor Patrol usually handles violations involving Municipal Code, Boating Safety, Harbors and Navigation, parking and other safety violations. If the enforcement issue is a misdemeanor, felony or requires extensive investigation, it will be referred to the Police Department.

Complaints regarding tenants, leases or business activities will likely be referred to the Waterfront's Property Management Specialist or Business Manager.

Harbor Patrol	(805) 564-5530
Harbor Maintenance	(805) 564-5522
Waterfront Administration	(805) 564-5531

Wine Tasting Returns to Stearns Wharf

Conway Family Wines leased the former Stearns Wharf Vintners / Coastal Winery location upstairs at 217-G Stearns Wharf and began a complete remodel of the space in late March. The family has a wine production facility in Santa Maria and vineyards at Rancho Arroyo Grande. Conway's Deep Sea and Rancho Arroyo Grande brands of wines are made from grapes grown in select Santa Barbara and Central Coast vineyards that are close enough to the Pacific Ocean to benefit from its maritime influence. The Conways are also avid boaters, having owned a motor yacht in the harbor for many years.

The remodel will be complete and the wine tasting room will open on July 1st. The most noticeable improvements to the new "Deep Sea Tasting Room" are new, large windows throughout the space and a folding door onto the outdoor deck, which maximizes the spectacular ocean views from the second floor location. The Deep Sea Tasting Room will be a unique addition to the Santa Barbara wine tasting experience.

Working together for a clean Santa Barbara Harbor.

CLEAN MARINA CORNER

Operation Clean Sweep Continues Seafloor Litter Removal

The fifth annual Operation Clean Sweep took place Saturday, May 7th. Thirty-five volunteers—divers and dock workers—concentrated on fingers "A" through "D" in Marina One. They removed 3,500 pounds of seafloor junk, including shellfish traps, nets, cable, buckets, steering wheels, chairs, carpet, pipe, one toilet and three marine batteries. To date, this annual event has removed 18,500 pounds of seafloor litter from the Harbor. This is hard work and staff wishes to recognize the Surfrider Foundation, Channel Islands National Marine Sanctuary, Santa Barbara Channelkeeper, Department of Fish and Game and the Maritime Museum, as well as local boaters and our harbor dive businesses, for their ongoing commitment to Operation Clean Sweep.

Commercial Fishing Vessel Safety: Urchin Vessel Exemptions

Lt. Steve Baldovsky, CO CGC BLACKFIN

Capt. Steve McCullough, Harbor Patrol Supervisor

Santa Barbara Harbor Patrol and the U.S. Coast Guard want to remind commercial fishermen of safety requirements for their vessels. Lacking required safety equipment can result in a voyage termination back to the harbor, potentially costing time and money—something everyone wants to avoid. In the case of commercial urchin dive vessels, there has been recent confusion over the “immersion suit exemption.” The following is provided for clarification.

All U.S. Coast Guard boardings on commercial fishing vessels check for a variety of safety gear required by federal law. One of these items is an immersion suit as this item has been shown to increase survivability in ocean water. The San Diego Urchin Producer Association currently has on file an approved Coast Guard exemption for the immersion suit requirement because the divers wear wetsuits. It states that on a commercial urchin vessels with three or fewer people on board, a wetsuit and Type I PFD for each person onboard may be substituted for an immersion suit within 20 nautical miles of the coast or shoreline of any Channel Island (or when on a direct transit from San Diego to San Clemente Island) when the following requirements are met:

1. The vessel must have a valid Commercial Fishing Vessel Safety (CFVS) decal issued within the last year; and
2. The owner and/or operator of the vessel must hold a copy of the San Diego Urchin Producer's Association exemption letter on the vessel.

If one of these items is missing, the exemption is invalid and the normal regulation applies (in other words, an immersion suit for everyone onboard is required). This safety item is also considered essential, and if missing, constitutes an especially hazardous condition for the crew and maritime public. An especially hazardous condition normally results in the termination of a vessel's voyage until the discrepancies are corrected.

Commercial urchin divers and all commercial fishermen are urged to contact the local Commercial Fishing Vessel Safety (CFVS) examiner for the specific regulations that pertain to their vessels. Obtaining a CFVS decal helps ensure you have all needed safety equipment as required by federal law before getting underway, makes it easier to be located when in distress and increases your chance of surviving an emergency. All dockside examinations are free-of-charge. Please contact Jack Gaskill at (310) 508-4773 to schedule an exam.



Harbor Patrol Officers Receive Prestigious Award

Capt. Steve McCullough, Harbor Patrol Supervisor

Harbor Patrol Officers Ryan Kelly and Ed Stetson were recognized by their colleagues in the California Boating Safety Officers Association (CBSOA) for their role in rescuing a family from a distressed vessel during a major storm on March 20th. This award is not given annually, only when marine safety officers are recognized for going above and beyond expectations to save lives.

The saga began when the Officers received a “Mayday” call from the *S/V Vixen* anchored 1.5 miles east of Stearns Wharf during “storm force” conditions with 30-40 knot winds and 6-8 foot seas. The vessel operator said he, his wife, two children (3 years old and 6 months old) and their dog were in distress, getting beaten up by the storm and in danger of breaking loose from their anchor.

Officers Kelly and Stetson responded aboard *Patrol Boat 3*. While exiting the harbor through huge seas, a large wave hit the boat and broke a window. They continued in limited visibility, rain and hazardous seas toward the *Vixen*. Officers observed a hand-held flare aboard a boat and headed towards it. The flare was on the 50' tugboat *Jenny*, anchored near the *Vixen*.

Officers continued taking heavy seas over the deck and cabin and noticed *PB3* operating sluggishly. They checked the bilge and found it rapidly filling with water from an unknown source (later found to be a failed deck hatch). Needing time to assess the situation, *PB3* took a position in the lee of the *Jenny*. Officer Kelly set up and began operating a dewatering pump, while Sergeant Stetson, at the helm, notified USCG and called for additional Harbor Patrol staff. Next, the *Jenny* lost its anchor and was adrift, heading towards shore, but not before colliding with the *Vixen*. Luckily, the *Vixen* was not damaged by the 40-ton steel tug. Firefighters met the crew of the *Jenny*, which eventually beached near the Cabrillo Pavilion. Two passengers and a dog were taken off the boat unharmed.

Meanwhile, Captain Sherri Malis from the *M/V Alan T* (an oilfield crew boat) heard the

situation unfolding on the VHF radio while tied to the City Pier. She offered the assistance of the 100' vessel. Malis drove the *Alan T* to a position upwind of *PB3* to lessen the storm's impact. Officer Kelly was having problems keeping suction with the pump and had to continuously prime it, his head dangerously close to the exhaust. Kelly said he had two options; keep manually priming the pump and breathing exhaust, or stop and *PB3* would sink. After a time, Kelly became too weak and light-headed to continue.

Dockside, more Harbor Patrol Officers boarded *PB2* with City firefighters as deckhands. *PB2* powered through heavy seas to get to *PB3*. Once on scene, firefighters were transferred to *PB3* with additional pumps. Enough water was removed to maneuver *PB3* back into the Harbor.

Officers regrouped and responded to the *Vixen* on *PB2*. The children, parents and dog were evacuated from the *Vixen* and transported to the harbor. A waiting ambulance rushed the family to the hospital. They all suffered only minor injuries from the storm.

Congratulations to Officers Ryan Kelly and Ed Stetson for performing to the highest tradition of the Santa Barbara Harbor Patrol and marine lifesaving during this multifaceted and rapidly evolving ocean rescue. Thanks, also, to Captain Sherri Malis, City Firefighters and the USCG for their roles in making this multi-agency effort a success. The CBSOA award can be viewed at the Waterfront Office counter.

Electrolysis—A Hot Topic

Karl Treiberg, Waterfront Facilities Manager

“Hot Harbor” is a term occasionally heard around the marina referring to rapid corrosion of zinc anodes or other underwater metallic parts such as propellers, shafts, rudders, through-hull fittings and outdrives. Left unchecked, severe damage can occur, necessitating expensive repairs. Some vessels have even sunk at the dock as metallic through-hulls corrode into dust.

A possible cause of corrosion, commonly referred to as electrolysis, is stray electrical current from individual boats or the marina's electrical system. Waterfront staff recently hired Far West Corrosion Company to investigate recent claims of rapid corrosion. Far West conducted a series of tests on Marina One's electrical system and several boats throughout the marina. They concluded that the marina's new electrical system had been properly installed and was functioning as designed, but there were a few individual boats with some possible electrical problems. Far West consultants also trained staff on how to help diagnose problems with individual boats and prepared a Corrosion Evaluation Guide to help boaters understand those problems. It's available to slip holders upon request.

Continued...

City of Santa Barbara | Waterfront Department
132-A Harbor Way, Santa Barbara, CA 93109

To: 

Upgrade to Self-service Parking on the Way

Scott Riedman, Waterfront Business Manager

Waterfront staff have been researching self-service pay stations to upgrade the Honor Fee parking systems (cash pay boxes) in the Harbor West, Garden Street, Palm Park, Cabrillo East and Cabrillo West parking lots.

The self-service payment equipment that has been selected is known as the "Luke" system from Digital Payment Technologies. Luke machines are capable of accepting cash, coins and credit/debit cards. Docklines readers may recognize the Luke pay stations, which are currently used at UCSB and many other cities including Glendale, Huntington Beach, Beverly Hills and Santa Monica.

Due to its ability to accept credit/debit cards and interface with the Department's computer network, the Luke system will significantly increase efficiency in the Waterfront's self-service parking lots. The machines are compliant with Americans with Disabilities Act (ADA) regulations and Payment Card Industry (PCI) requirements.

Upgrading to the Luke payment system saves money in several ways. For example, monitoring a lot such as the 199-space Har-

bor West lot to ensure each vehicle is in compliance currently takes up to two hours on a busy day. Staff estimates monitoring time could be reduced to an hour or less. Additionally, auditors will be able to count payments more quickly since they will not need to unfold the currency from the cash boxes. As much as 25% of payments will be made with credit / debit cards and processed electronically.

Luke pay stations will be operational in the Harbor West parking lot by July 1st. After a trial period, additional pay stations will be installed in the other self-pay lots (Garden Street, Palm Park, Cabrillo East and Cabrillo West). Kiosk attendants will continue to operate the main Harbor lot and Stearns Wharf.

Installation of the Luke system in all five Honor Fee lots (12 machines) will cost about \$144,000. Cost savings are projected to be \$50,000 annually and the project should pay for itself within one to two years following the installation in all five lots. Funding for the Luke system upgrade is included in the Waterfront Capital Improvement Program (CIP).

Electrolysis: *(Continued from page 3)*

Also, Waterfront staff can perform a few simple tests that may indicate if a boat has electrical problems or is properly protected from stray electrical current. Tests are free and the results, like the Corrosion Evaluation Guide, are

available upon request. There are also several reputable mechanics in the harbor who can help boaters with electrical problems. Finally, the American Boat and Yacht Council (www.abycinc.org) is a great resource of certified technicians to repair electrical or other systems on boats. It pays to check your electrical system periodically and make sure there are no problems—before small issues turn into big headaches.

2011 Event Schedule

Independence Day	7/4/2011
Free Movies on the Wharf	8/26/2011
Harbor & Seafood Festival	10/8/2011
Parade of Lights	12/11/2011

Harbor Commission Meeting Schedule

July	7/21/2011
August	8/18/2011
September	9/15/2011
October	10/20/2011

Harbor Commission meets the third Thursday of each month at 6:30 p.m. in City Council Chambers